SECTION 1 – SCOPE

1.1 IDENTIFICATION

This Software User's Manual (SUM) provides information necessary for the effective use of the Scheduling and Movement/Client Server (S&M/CS). This SUM is developed under Contract DCA100-910C-0123. S&M/CS is the result of the redesign of the Scheduling and Movement (S&M) Subsystem (E Subsystem) of the Joint Operations Planning and Execution System (JOPES) from the Worldwide Military Command and Control System (WWMCCS) DPS8(000) mainframe to the client server (C/S) hardware environment provided by the Global Command and Control System (GCCS) initiatives.

1.2 SYSTEM OVERVIEW

S&M is the focal point within JOPES for command and control information on deployment activity and status. It provides a vehicle to report and track the movement of Time-Phased Force and Deployment Data (TPFDD) requirements. S&M allows the JOPES user to manually create, update, allocate, manifest, and review both United States Transportation Command (USTRANSCOM) and organic carrier information before, during, and after deployment. It also provides a capability to review, analyze, and generate reports on scheduling and movement information entered into JOPES both manually and from supporting external transportation systems. S&M/CS functionality provides user-requested enhancements (e.g., retention and comparison of planned and actual manifest, carrier support across multiple Operation Plans (OPLANs), and improved scheduling and manifesting of organic carriers). JOPES S&M is the essential element in providing visibility of the status of force disposition during the deployment phase of crisis action operations and is the primary means of controlling redeployment. This user's manual provides detailed instructions necessary for use of the S&M software in the client server environment.

S&M functionality originally was provided through JOPES Subsystem E which is resident on the DPS8(000) WWMCCS mainframe computer. Redesign and rehosting on the C/S included substantial enhancements to mainframe functionality, development of a new user interface, development of new application and system services software, and migration to a relational database. It also involved creation of new data elements not supported in the JOPES database.

S&M operates on hardware provided under the GCCS initiative. To ensure that all users are provided access to the new S&M application, both a graphics-based and a text-based user interface are provided. These interfaces support the variety of hardware configurations currently in use throughout the JOPES community. The current JOPES Subsystem E and the JOPES database S&M subfile remain on the WWMCCS mainframe as a redundant safeguard during the initial fielding of the new S&M. However, Subsystem E will not be available for routine use. The S&M/CS application provides several functional and data differences from mainframe applications as described in the following paragraphs.

- Allocation vs Manifest. S&M/CS maintains both allocation and manifest data. Allocations are the planned assignments of TPFDD requirements to scheduled carriers. Manifests are the

reported movements of TPFDD requirements on carriers that have already moved. The mainframe does not distinguish between these two categories in the database or application. Allocations on the mainframe are preliminary manifests and are overwritten by actual manifests.

- Added S&M Data. S&M/CS provides enhanced capabilities such as the ability to allocate and manifest in square foot quantities for sealift and the distinction between planned movement (allocations) and actual movement (manifests). There will be no enhanced S&M data stored on the host computer nor will any of the host computer applications (primarily Subsystems B, D, E, and F6) have access to enhanced S&M data.

- Shuttling. Shuttling is a capability that allows a single carrier to cycle through the same geographic location (GEOLOC) more than once with the same stop code, on the same itinerary. The JOPES database does not support this capability, therefore, itinerary data on the mainframe database and the C/S relational database will differ any time a shuttle condition is created using S&M/CS.

- Carrier Support to More Than One OPLAN. Under S&M/CS, carriers may be designated to provide movement support to more than one OPLAN. This means that requirements from different OPLANs may be allocated or manifested to the same carrier.

- Carrier Uniqueness. Each carrier in the S&M database and in JOPES, must have an entirely unique identification (Carrier ID). Data edits will prevent the duplication of carriers being entered either through external system interfaces or manually on the system.

- Real World OPLANs vs Exercise. S&M/CS does not distinguish between real world and exercise data. In conjunction with the development of S&M/CS, a separate Joint Staff/J3 initiative directed that there be no duplicate OPLAN Plan Identification Numbers (PIDs) between the Real World and Exercise databases in JOPES.

As with Subsystem E, S&M/CS allows the user to schedule, allocate, and manifest carriers and to add, review, and update movement information both before and during deployment. It provides the capability to review and analyze an extensive variety of scheduling and movement data. S&M/CS is accessed by logging on to GCCS and selecting the S&M icon when using Graphical User Interface (GUI) or Character-Based User Interface (CUI). Figure 1-1 provides an overview of the major functional areas and their constituents from the S&M cascading menu.
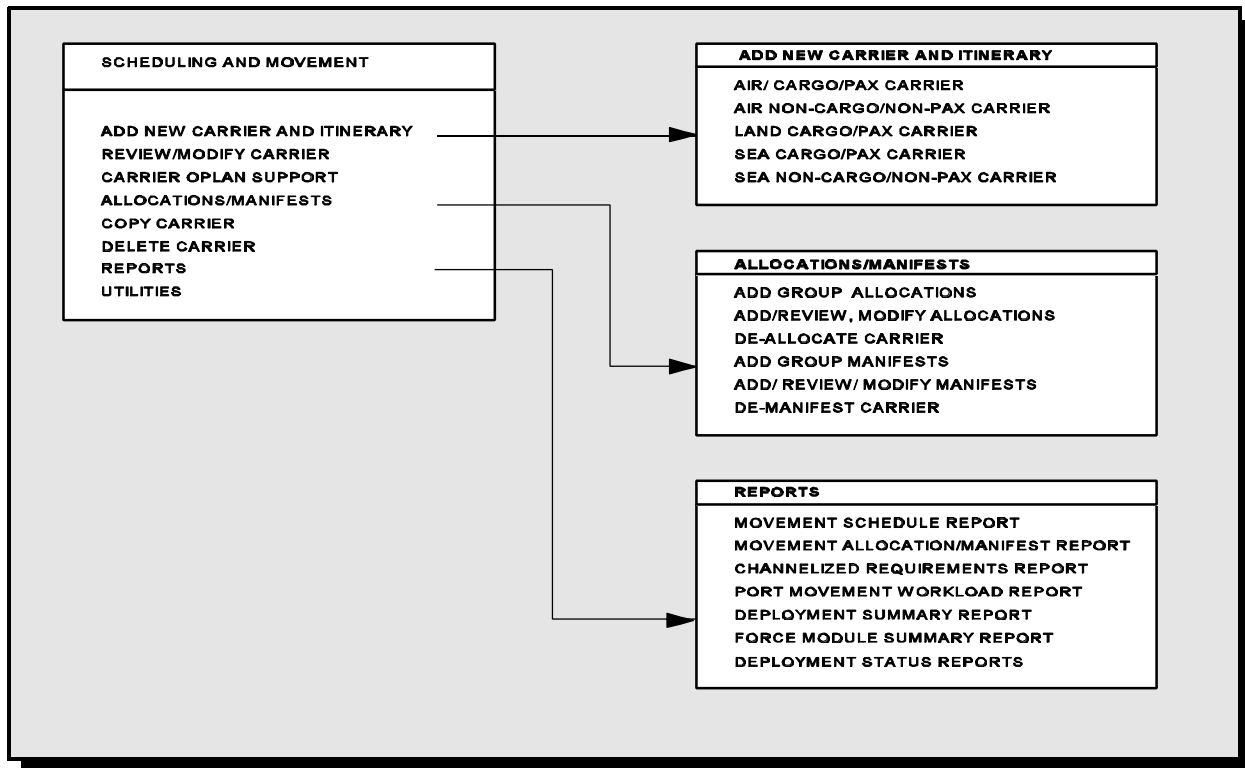
Figure 1-1. Scheduling and Movement Cascading Menu

1.3   DOCUMENT OVERVIEW

The SUM was designed with the user in mind. Users will maximize their use of the SUM by first thoroughly reading Section 1.4, SUM Connections, and 3.1 Overview. These sections of the SUM provide the user with standard conventions and information about the user interface, screen navigation, functional navigation, help, printed reports, recovery procedures, and security. These connections and instructions are presented only in these sections but apply throughout the SUM.

This document conforms to the format of DI-MCCR-80019A as contained within DOD-STD 2167A. Section 1 contains an introduction and system overview. Section 2 identifies applicable documents.

Section 3 provides the operational user with sample screens and instructions for using S&M/CS and is organized along the following functional threads:

- Carrier
- Allocations
- Manifests
- Reports.

Actual screen displays are included for the functional threads. Following a brief overview of the subject screen's functionality, detailed instructions for its use are provided.

Section 4 provides error messages and their associated meaning. Section 5 provides a listing of terms, abbreviations, and acronyms used in this document.

1.4   SUM CONVENTIONS.

The following terminology and conventions are used in this manual.

- **Required vs Optional Data**. Data entry requirements vary by function usually with a mix of required and optional entries. In addition, the entry of some data may depend on other information also being entered. This is conditional data. The convention used in this Manual is as follows:

    - A **required** entry is information that is mandatory. For example, "Carrier" is a mandatory entry when you want to add a carrier to the database. Ther term "Must" is used in this text for required entries.

    - An **optional** entry is information that is entered at the user's discretion. The term May is used in this text for optional entries.

    - For **conditional** entries, the text will indicate "When..." or "If..." followed by instructions that you either "Must enter" or "May enter".

- **Advisory and Help Boxes**. Interspersed in the text are three types of informational advisories:

> **NOTE:** boxes provide general purpose information regarding the system, application, or database and augment other instructions.

> **! CAUTION:** boxes are advisories or warnings to alert users to potential problems or of adverse impacts that could occur based on actions that the user might take.

> **? HINT** boxes provide recommendations, suggestions, or alternatives to assist users in the application.

- **User Interface**. This document is intended to support either users of the S&M GUI version or of the CUI version of S&M/CS. Section 3 provides more details about the differences between the two. Both the GUI and the CUI applications provide identical functionality with the main

difference being that the CUI supports users who access the application over lower speed communication lines and who do not use a mouse with their system. The screens in this document are images of the GUI screens. Character-based users should be aware that their CUI screens have all the same display and field structure but have more of a text look, similar to JOPES mainframe screens. Instructions in this document discuss both mouse and keyboard support.

SECTION 2 – REFERENCED DOCUMENTS

The following documents form a part of this manual. In the event of conflict between these documents and the contents of the SUM, the SUM shall be considered a superseding document.

2.1   SPECIFICATIONS:

Software Requirements Specification: Scheduling and Movement/Client-Server (S&M/CS), CDRL Item H005. Systems Research and Applications (SRA) Corporation, January 12, 1994.

System/Subsystem Design Document: Scheduling and Movement/Client-Server (S&M/CS), CDRL Item H004. Systems Research and Applications (SRA) Corporation, April 7, 1993.

JDS Data Base Specification. TD 18-17; United States Transportation Command (TCJ6-D). 30 September 1988.

 Scheduling and Movement Subsystem Software Requirements Specification (Preliminary Draft). TD 20-61 VOL 1, United States Transportation Command (TCJ6-D), 30 June 1992.

 Final Software Requirements Specification for the JOPES CSCI (JISC001). WIS-SPEC-300; 20 December 1991.

 JDS System Specification; United States Transportation Command (TCJ6-D). TD 18-50 VOL 1; 22 January 1990.

2.2   OTHER PUBLICATIONS

JDS Users Manual, Volume 2. TD-18-14-1, United States Transportation Command (TCJ6-D).

JOPES User's Manual — Volume 4 (Functional Data Base Management). TD 18-14-1, United States Transportation Command (TCJ6-D).

JOPES User's Manual — Volume 9 Transaction Editor. TD 18-14-1, United States Transportation Command (TCJ6-D).

Characteristics of Transportation Resources Report (CHSTR).   JCS Pub 1.03-16 Part 11, Chapter 4. 1 March 1986 (as amended).

Type Unit Characteristics Report (TUCHAREP), JCS Pub 1-03.16 Part 11, Chapter 8. 1 March 1986 (as amended).

Standard Specified Geographic Location Code (GEOFILE), JCS Pub 1-03.19, Part 14, *Chapter 1;* 1 June 1986 (as amended).

Security Policy of the WWMCCS Intercomputer Network, JCS Pub 6-03.7, April 1988.

JOPES Security Requirements, Scientific & Technical Report. SRA Corporation, February 28, 1992.

Software Development Plan, Scheduling and Movement, SRA Corporation. 26 March 1993.

Security Requirements for Automated Information Systems. DoD Directive 5200.28. March 21 1988.

JOPES Software Configuration Management Plan, SRA Corporation, January 21 1992.

JOPES Technical Data Base Managers Handbook (Version 3.3). TD 18-64, VOL 4. United States Transportation Command (TCJ6-D), 19 November 1992.

JOPES User's Data Element Dictionary. TD 18-14-2. United States Transportation Command, 26 October 1992.

System Engineering Plan, CDRL Item F00B. SRA Corporation, 18 June 1993.

Implementation Procedure (IP) Document for Automated Information Systems (AIS): Technology Insertion Project (TIP) Site Installation Plan, CDRL Item R003. SRA Corporation, 30 July 1993.

Technology Insertion Project (TIP) End User Manual. CDRL Item H00G/R. SRA Corporation, 6 January 1994.

Scheduling and Movement Database Maintenance Manual. DISA. 2 May 1994.